



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

Diane M. Sugimura, Director

CITY OF SEATTLE DETERMINATION OF NON-SIGNIFICANCE BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2403441
Applicant Name: Rich Hiner for Jane and Evan Sorby
Address of Proposal: 1409 NW 51st St

SUMMARY OF PROPOSED ACTION

Master Use Permit to re-establish the use and construct a two-story, eight-unit apartment building with five surface parking spaces located on site¹.

The following approval is required:

SEPA - Environmental Determination pursuant to Seattle Municipal Code (SMC) Chapter 25.05.

SEPA DETERMINATION: ☒ DNS ☐ DNS with conditions

☐ DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

BACKGROUND DATA

Site Location: The site fronts on NW 51st St and is located approximately 40 feet southwest of the intersection of NW 51st St and 14th Ave NW.

Zoning: IG2 U/65'

Size: 3,650 square feet.

Proposed Use²: 8-unit Multi-family residential with 5 surface parking spaces.



¹ Text changed to clarify that this application is to re-establish rather than establish the use as noted in the initial public notice given on February 10, 2005.

² Historic Use established by permits/projects: 435012, BN10631, 696942 & 2208812

Proposal Description: Is to re-establish the use and construct a two-story, eight-unit apartment building with five surface parking spaces located on site.

Public Comment: Public notice of the project application was given on February 10, 2005. The extended comment period ended on March 9, 2005. DPD received two email letters on this proposal. The comments related to the vesting rights for the property and the potential loss of industrial land within the area. Those comment letters are available for review in the Master Use Permit file available from the Public Resource Center at DPD.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated January 14, 2005 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances, (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary construction-related impacts are expected on this site: temporary soils erosion; increased noise from construction operations and equipment; increased traffic and parking demand from construction personnel; tracking of mud onto adjacent streets by construction vehicles; conflict with normal pedestrian movement adjacent to the site; and consumption of renewable and nonrenewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant. Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

City codes and/or ordinances apply to this proposal and will provide adequate mitigation for some of the identified impacts. Specifically these are: 1) Grading and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation) and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of rights-of-way during construction).

Construction on this site will create dust, leading to an increase in the level of suspended air particulates, which could be carried by wind out of the construction area. Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency

regulations will require activities, which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

The Street Use Ordinance also requires the use of tarps to cover the excavation material while in transit, and the clean up of adjacent roadways and sidewalks periodically. Construction traffic and equipment are likely to produce carbon monoxide and other exhaust fumes.

It is anticipated that construction for this project will take six months to complete. The impacts associated with the construction are expected to be minor and of short duration. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Long-Term Impacts

Potential long-term or use impacts anticipated by this proposal include: loss of the site for commercial/industrial use(s); increased bulk on the site; increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting, light from windows and from vehicle traffic (headlights); increased traffic and parking demand due to residents and visitors; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption. These long-term impacts are not considered significant because they are minor in scope, but some warrant further discussion.

Parking³

Applicable provisions of the Land Use Code result in a requirement for five (5) parking spaces for this residential project. The MUP plans indicate five (5) residential parking spaces are provided.

The occupancy of the residential units could have a parking demand of up to twelve (12) spaces. During the am hours the adjacent streets are utilized by commercial/industrial user within the area. Should there be any spillover parking, however, spillover vehicles will be accommodated on adjacent streets because the streets are not at full capacity during pm hours. Based on the above analysis no unusual parking condition exists that warrants additional parking mitigation under SEPA, therefore, additional parking mitigation is not warranted.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual (7th edition) estimates that multifamily units generate approximately 6.72 vehicles trips per unit per weekday. Based on these estimates the eight (8) units would generate approximately 54 trips per day, with approximately 4 trips

³ The minimum number of off-street parking spaces required for specific uses is set forth in Chart A of SMC 23.54.015. Existing legal parking deficits of legally established uses shall be allowed to continue pursuant to SMC 23.54.015D. The established parking deficit for the multifamily residential use would be three (3) parking spaces. The five (5) parking spaces document by permit history remains on the site and conform to current space standards of SMC 23.54.030.

in the A.M. and 5 trips in the P.M. peak hours. The table below illustrates the existing and proposed trip generation estimates:

Trip Generation Estimates			
Use(s)	AM Peak	PM Peak	Trips per weekday
Existing⁴			
8 dwelling units	4	4	54
Proposed			
8 dwelling units	4	5	54
Net Change	0	0	0

Given no net increase in vehicle trips into the outlying areas, no adverse impacts on traffic will occur, thus no SEPA mitigation of traffic impacts is warranted.

Other Impacts

Several codes adopted by the City will appropriately mitigate other long-term adverse impacts created by the proposal. Specifically these are: Grading and Drainage Control Ordinance (storm water runoff from additional site coverage by impervious surface); Puget Sound Air Pollution Control Agency regulations (increased airborne emissions); and the Seattle Energy Code (energy consumption in the long term).

DECISION

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

CONDITIONS – SEPA

None.

Signature: _____ (signature on file) Date: April 4, 2005

Colin R. Vasquez, Senior Land Use Planner

CRV:bg

⁴ Historic Use established by permits/projects: 435012, BN10631, 696942 & 2208812

